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TOY MAKERS OF NUREMBERG AT WORK. (See Bulletin No. 2.)

HOW TO OBTAIN THE BULLETIN

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Palatinates of Europe—and of the United States

ANSWERING the question, "What is a palatinate?" would be a much easier task for the schoolboy of Shakespeare's day than a pupil of today.

One principality of Europe, smaller than the State of Delaware, has now laid special claim to this once common term by spelling it with a capital "P," but three hundred years ago palatinates were as common as Main streets.

The Palatinate of Bavaria, which has climbed the columns of American newspapers to the top headlines recently, by virtue of news that its citizens have erected a separate independent government, is a near cousin to Alsace-Lorraine on the French bank of the Rhine.

When Maryland and Maine Were Palatinates

Due to the object lesson of turbulent Alsace-Lorraine, possibly, the Palatinate has been the intractable child of Bavaria, to whose direction this over-the-Rhine German district is intrusted. Though this district comes by the name Palatinate because of long usage, there were palatinates in America before the Revolution.

Maryland was the palatinate of the Calvert family, and Maine originally was not a colony, but the palatinate of Ferdinando Gorges. The term is a survival of feudal times. In the days when a man's house was actually his castle which he had to defend by force of arms, kings were not anxious to assume responsibility. Therefore they found it convenient to assign one of their adherents to a district, giving him the power to be master, collect taxes and administer justice as he saw fit.

The term "palatinate" was appropriately applied to such a holding as it comes from the same Latin root word as "palace" and "castle."

This glorified governor held the territory in fief to the king. Many English counties have been palatinates and this form of governorship was common on the continent. The Bavarian Palatinate, however, is the only territory of any importance which has retained the term, but even in its case the word has lost its original meaning.

The Sole Survivor

The Palatinate in its post-war boundaries is approximately a disk described by a thirty-mile radius, using Kaiserslautern, its principal town, as a center. A pencil outline of this circle on any map will show immediately that it lies between two important centers, the famous Saar coal basin on the east, and Frankfort on the west. Though these two centers alone are sufficient to make it vital, strategically the Palatinate is of added interest because it is on one of the chief routes between southern and northern Europe.

Kaiserslautern lies in the gap down which the American army was charging after the battle of the Argonne. It is on the main railroad route from Metz through Saarbruck to Frankfort-on-the-Main. To the south of the Palatinate lies Alsace, now French territory. Strasbourg, leading city of this district, is 60 miles over the border.

Part of the famous Saar coal region used to be within the Palatinate's territory, but the Versailles treaty changed that.

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GARMISCH VILLAGE: BAVARIA, GERMANY

Farmers' homes in Germany are crowded closely together in village clusters. The land of each peasant proprietor lies somewhere in the surrounding country.

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Christmas Toys and Where They Come From

CHRISTMAS toys make Christmas joy, but this year they also bring sorrow and suffering to two nations, Japan and Germany.

One of the calamities which wiped out two of the main sources of the world toy trade was nature-made and the other man-made. Japan's supply of multi-colored children's parasols, silk fans, rubber balls and celluloid toys for the world Christmas trade was burned in the conflagration which wiped out the great city of Yokohama and part of Tokyo. Collapse of the German mark and the banking of blast furnace fires in the troubled Ruhr have suspended the German toy exports and the livelihood of thousands of families throughout southern Germany.

Shortages of Artificial Trees

One of the most notable shortages in the toy line for this Christmas is the artificial Christmas tree. These trees, chiefly for table use, were made in Germany and they have prevented the sacrifice of many a young tree of American forests on the altar of Yuletide joy. These synthetic firs were made with steel branches and a steel trunk. Steel in Germany means the Ruhr. Many American trees will be cut down this year because France and Germany are deadlocked on the Rhine. Steel braced toys made in Germany will be practically out of the American market this year.

In one large metropolitan department store the toy score stands this way as Christmas, 1923, approaches: American toys, two-thirds; German toys, one-third; Japanese toys, practically none. German toys were bought early last spring and although the total receipts are said to exceed any pre-war year, very few purchases were made this fall.

American manufacturers are not only pinch-hitting for Japan and Germany in this country, but are also shipping great quantities of toys abroad. They are leaders in producing constructional toys for boys, dolls that say "mamma," boys' play material and electrical toys.

Former Toy Shops of the World

Before the war Thuringia and Bavaria, in southern Germany, were the toy shops of the world. During the five years of conflict Japan and the United States stepped into the breach. The great India toy market was divided between Great Britain and Japan, but with the cessation of war, German workers turned again to their benches and their traders re-won the India trade and sold huge orders to American buyers. However, this spring some German producers would not guarantee deliveries and by the time the great Leipzig toy fair opened in September disorganization of German trade was so far advanced that sales were insignificant. Failure of the Leipzig fair means that hunger will hover around the cottages in the Black Forest the whole winter through.

Each German toy city usually concentrates on some particular type of toy. Thus Lauscha, near Weimar, is known for its tree ornaments. Sonneberg, close by, is noted for its wood toys. Waltershausen, also in Thuringia, is famous for dolls. In the Ruhr district steel toys are made. American buyers scouting for goods will visit these towns and villages, hunting for the various toys. Often

A Substance of Many Uses

Ensheim, a small town of the Palatinate, is said to have been a pioneer in a trade which, though old in the East, is relatively new in the Western World. This town was an early center of the papier-mache trade which now is widely distributed in many cities. Few people actually recognize papier-mache when they see it because it is apt to pop up in the most unusual places. It may be a doll's head, a coach door, the cornice of a building or a doctor's model of an arm. When it was first introduced into Europe it was used principally for making snuffboxes.

European craftsmen followed the Persian and Japanese practice of making ornamental art (more or less) objects from paper pulp soaked in glue or some such binder. At the beginning of the nineteenth century the Palatinate supplied snuffboxes for the beaus of Paris, Vienna and Munich. It now takes old rags and paper and converts them into knife handles, toys, trays, statuettes and a thousand other articles.

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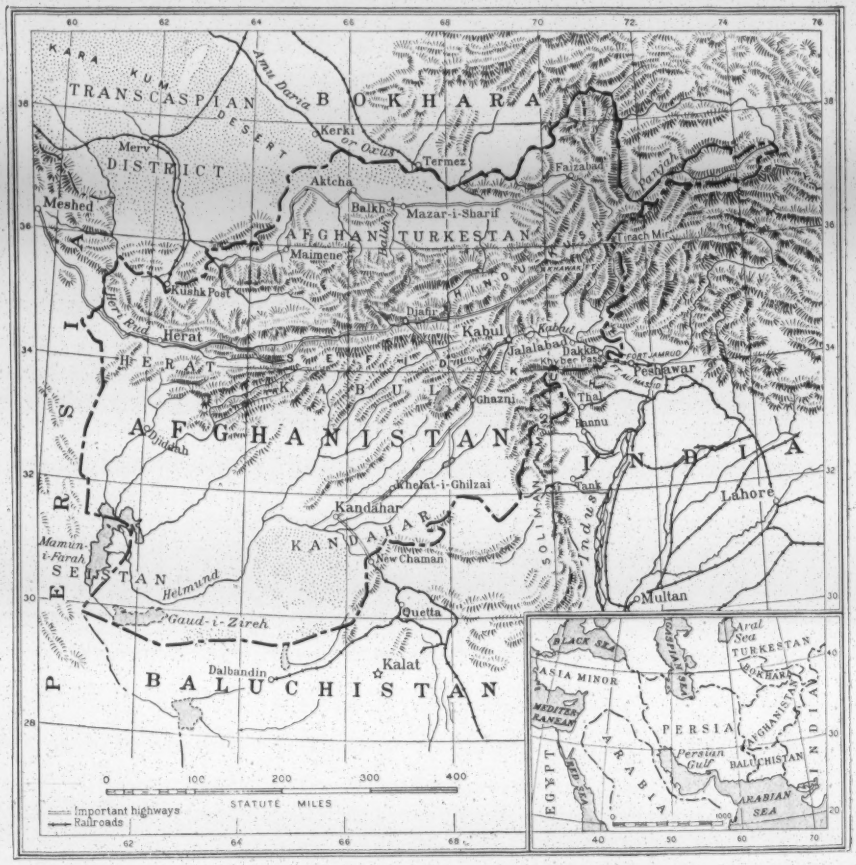

Drawn by A. H. Bumstead. *© National Geographic Society.*

A MAP OF AFGHANISTAN AND ITS BORDER LANDS. (See Bulletin No. 5.)

Afghanistan has an area equal to twice that of the State of New Mexico, and has a population variously estimated at from 6,000,000 to 7,000,000. The inaccessibility of the country is due to its distance from the sea, its inhospitable sands, and the lofty mountain fastnesses which almost encircle it.

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An Air Route to India

ANNOUNCEMENT that the British Air Ministry soon will establish passenger, mail and freight service with India by air with a fleet of Zeppelins similar to the American "Shenandoah," recalls the establishment of many other historic routes to the Orient in more than 2,000 years.

Alexander the Great, Marco Polo, Christopher Columbus, Vasco da Gama, Ferdinand de Lesseps, and the Berlin-to-Bagdad dreamers are some of the history makers in whose footsteps the British Air Ministry is stepping. Most of the routes to the Indies have been marked with wars, yet this is planned in the piping times of peace.

Ten Months vs. Five Days

Five days is the schedule the British set for themselves. Vasco da Gama sailed ten months before he touched the shores of India and even the English packets, which followed his route around the Cape of Good Hope, took six months. Fastest steamships make Bombay through the Suez canal today in from fourteen to fifteen days. The air ship cuts the time necessary for this journey two-thirds.

Aviation shrinks the thousands of miles which have caused wasteful and sometimes fatal delay to races of men since the beginning of history. Recent experiments of the American postal service show the feasibility of 28-hour service between San Francisco and New York. One hundred years ago it took twice that number of days to transfer mail from coast to coast. Over the caravans toiling slowly across desert trails 4,000 years old between Cairo and Bagdad, swift British mail planes fly even now making a hundred trips beween these ancient centers to one trip made by camel.

Plotted by Sir Ross Smith

Britain's new route to the Orient was plotted by the late Sir Ross Smith in his famous 10,000-mile trip to Australia in 1919, which he described in an article in THE NATIONAL GEOGRAPHIC MAGAZINE of March, 1921. He made Australia from London in 27 days and touched in the course of his journey three major units of the British Commonwealth of Nations, England, India, Australia, and also Egypt. Presumably the route he charted will be followed by mail Zeppelins. From London it leads over Paris, and Lyons in France to the Pisa airdrome. Then to Rome and out over the Mediterranean Sea by way of Taranto on the Adriatic side of Italy's boot. Canea, the historic seat of an ancient civilization on the Greek island of Crete, is the next station. From there it is but a short jump to Solum on the north African coast and thence to Cairo on the Nile, cradle of civilization.

The existing Cairo-Bagdad service marks out the next lap over the baked hills of the Holy Land and the desolated wealth of the Euphrates valley. From Bagdad the route leads to Basra at the head of the Persian gulf where the British checkmated Germany's Berlin-to-Bagdad railway; and skirting the Persian coast finds a station of refuge at Karachi where the great Indus River of West India joins the sea. Delhi, sacred city of India, and Benares lie conveniently on the base

they will be taken to what appears to be a large house of a well-to-do resident, but once inside they discover that the residence also is a salesroom. In the parlor, or front room, hundreds of dolls, if it be a doll city, will look down on them from the walls. Each family of the district will make up a number of type dolls and put prices on them. The workers who fail to get orders from the buyers are then employed by those whose samples have attracted the buyers.

Origin of the "Nuremberg Egg"

About the year 1511 Peter Henlein, a toy maker of Nuremberg, made a mechanical oddity which startled the world. It was called the "Nuremberg Egg." This toy was a watch. Henlein's contribution to clock history was improved upon by Swiss metal workers and the watch industry went to Switzerland, but Nuremberg still makes metal toys and is known the world over for her marvelous products, so that the old proverb, "Nuremberg's hand goes through every land," is still true. Nuremberg also claims the honor of having given the world the air gun, gun locks, terrestrial and celestial globes, brass, and the art of wire-drawing.

Santa Claus' toy shops of southern Germany are one of the few places in the world where the cottage system of industry described by George Eliot in "Adam Bede," still may be found. German families of Bavaria, Thuringia and Saxony toil at their work as if there had never been an industrial revolution which substituted machines for men and concentrated millions of workers in Pittsburghs, Manchesters, and Ruhrs.

Facts Obscure Halo of Cottage Industry

Many people are ready to put a halo over the old-fashioned industrial system after living amid the smoke and grit and brick walls of large scale production, but the life story of German toy workers obscures the halo. Every year on the night before Christmas some millions of American fathers climb unsteady step ladders to hang gorgeous red, green, blue and yellow balls on Christmas tree branches. Most of these shiny tree ornaments come from the village of Lauscha, in Thuringia, or from hamlets nearby.

Transport yourself to Lauscha by magic rug at sundown some evening and you will see many men and women trudging up the streets with large bundles of long glass tubes over their shoulders. They are returning to their cottages, outside the city. Generally these cottages are on a plot of ground large enough to accommodate a cow with a discreet appetite, some chickens and garden vegetables.

Although these men and women have worked all day, they will labor into the night by candle light, the whole family blowing the glass tubes into delicate ball shapes, egg shapes and many other queer glass contortions. Next morning they will start for the village factory with large wicker baskets on their backs filled with the blown-glass ornaments. At the factory the workers, men and women, will dip the ornaments and pack them for shipment. Where the city worker labors eight hours the cottage worker often labors sixteen hours. Where the city worker is often the sole supporter of the family, the cottage worker must put his whole family to work to make ends meet. It is virtually the sweatshop system with the compensation of open country air and a small farm on which to live.

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A PROSPECTIVE PASSENGER OF THE ENGLAND TO INDIA AIRPLANE ROUTE

This beautiful tribeswoman of Bakhtiari Land, west of Ispahan, is a pure Iranian type, rare in these days. Her costume is a negligee worn only in the home. These tribeswomen are not secluded: they ride and shoot like the men, and, of course, wear a more practical costume, including balloon-like trousers, when in the saddle.

The Telescope: "Star" Reporter of the Skies

SMOKED glasses were at a premium on September 10 last to watch the eclipse. On that date scientists gathered at California vantage points for observations which, despite the cloudiness, will furnish material for scientists to work upon for years.

The operation of the essential instrument to these observations is described in a communication to the National Geographic Society by William Joseph Showalter as follows:

"We cannot regulate the size of the pupils of our eyes at will, but we can build an artificial pupil that serves the same purpose. Men call such artificial pupils telescopes. Imagine trying to fill a narrow-necked bottle by catching raindrops as they fall. Rain falls all around, but only a few drops go into the bottle. Put a wide-mouthed funnel into the neck of the bottle and see how much more water you can catch. The telescope is merely a light funnel, wide-mouthed enough to catch many rays of light and to bring them so close together that they can all enter the pupil of the human eye.

Delicate Adjustment for Mighty Distances

"Many of these huge instruments have tubes of greater diameter and length than the dimensions of the most powerful gun ever built. They have grown larger and stronger in a way that is startling. In 1861 the 18-inch Dearborn telescope was the biggest in existence.

"Typical of the big refracting telescopes is the 40-inch equatorial at

line of an inverted isosceles triangle of the great India peninsula which marks the last leg of the trip to Calcutta, government headquarters of the colony.

Crosses Five Famous Routes

The hum of Zeppelin motors will drown out much history when these rapid journeys become commonplace. Without so much as a respectful dip the ships will cross and recross five famous routes to the east. Ancient Egyptians built a canal to join the east and west from Alexandria on the Nile to Heliopolis now on the Suez Canal, and thence to the city now known as Suez. When the canal fell into disuse camel caravans brought spices, silks, curios, indigo, tea, porcelains, and jewels from vessels at the head of the Red Sea to ships of Venice and Genoa waiting for cargoes in the Mediterranean.

Another famous route began at Jaffa, where the Crusaders camped, and wound over the near desert to Damascus, thence to Bagdad and down the Euphrates to meet ships from India, China, and Japan. Old Antioch in Syria was the terminus of a land passage through Aleppo to Bagdad. Some ships even found better service through the Black Sea, receiving their goods at Trebizond, the Armenian city, after it had come a weary way through northern Persia, running the gantlet of nomad tribes which are uncontrollable to this day. Alexander crossed the Hellespont where Constantinople now stands, defeated the Persians after marching through Asia Minor, and went on to India. This route was used to some extent by traders but its long land journey left it exposed to bandit raids. Brilliant Venice could check the Turks by sea with her navy, but she could not defend the land routes against rising Moslem power. The Turkish barrier led Christopher Columbus and Vasco da Gama to make their historic voyages.

Disraeli and the Suez Canal

England might have been forced to develop aerial communication with India before this if Disraeli had not acted in the face of English public opinion which responded to Gladstone's arguments against further extension of the British Empire.

Disraeli bought up the shares in the Suez Canal put on the market by the Khedive of Egypt, thus assuring England control of the Panama Canal's twin. Although England had established mail service with India and Australia over the Isthmus of Suez in 1832, Lord Palmerston gave no encouragement to De Lesseps when he embarked on the great task of cutting the "ditch" to connect the Mediterranean and the Indian Ocean. The first years of the canal's existence were not as profitable as had been expected, but Disraeli saw its possibilities and lost no opportunity to take control of the water link from France. In 1922 net tonnage to the amount of 20,743,000 passed through the canal. It was this same De Lesseps who made the fated attempt to build the Panama Canal.

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Afghanistan, Where Railroads Are Outlawed

AFGHANISTAN, which is now reported to be engaging European professors to give instruction in the technical departments of the Amir's Government, gave an earlier indication of abandoning its traditional policy of isolation from the rest of the world by sending a diplomatic envoy to Washington.

Light is thrown on conditions in this little known land by Frederick Simpich and Haji Mirza Hussein as follows:

"The buffer State of Afghanistan, historic shock-absorber between Great Britain and Russia in middle Asia years ago put up a 'Keep Out' sign, a 'This Means You' warning, to all white men and Christians. The land is 'posted' —to use a poacher's phrase—posted against trade and concession hunters, against missionaries, and against all military and political hunters in particular.

"Keep Out" Sign Up

"And the 'Keep Out' sign is still up. Today the foreigner is no more welcome in Afghanistan than he was a hundred years ago. Forbidden Lhasa itself is no more exclusive than brooding, suspicious Kabul, the capital of this isolate, unfriendly realm of fanatic tribes, of rocks, deserts, irrigated valleys, and towering unsurveyed ranges.

"For reasons of foreign policy, the Amir has long felt the necessity of secluding his little-known land to the greatest possible extent from the outside world. Only a few Europeans, mostly British, but occasionally also an American and now and then a few Russians or Germans, have had permission to come into this country and to sojurn for a while in its curious capital. But even on such rare occasions as when a foreign engineer, or a doctor whose services are badly needed is admitted by the grace of the Amir, the visitor is subject to a surveillance that amounts almost to imprisonment.

"No ambassadors or ministers, not even missionaries, are permitted to reside in this forbidden Moslem land. 'Splendid isolation' is a sort of Afghan tradition, a conviction that the coming of the foreigner will spell the end of the Amir and his unique, absolute rule.

Amir's Whim Is Law

"Today no other monarch anywhere wields such undisputed authority or is in closer touch with the every-day life of his subjects. He personally runs his country's religion, its foreign affairs, and he even supervises much of its commerce. He also owns and censors the only newspaper printed in all Afghanistan. Incidentally, he keeps 58 automobiles, and he never walks. Even from one palace to another, he goes by motor over short pieces of road built especially for his pleasure.

"From the World War, though he took no active part in it, the Amir emerged with singular profits. His old and once rival neighbors, Great Britain and Russia, drawn together as allies in the world conflict, left him a free hand, and in 1919 Great Britain officially recognized the political independence of this much-buffeted buffer State, to whose rulers she had so long paid a fat annuity.

"With an area of 245,000 square miles, Afghanistan is, next to Tibet, the

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Yerkes Observatory. The outstanding impression one gets when studying the surpassing delicacy of its mechanical manipulation is that our knowledge of the infinitely large comes from our mastery of the infinitely small.

"The big lens of this instrument weighs a thousand pounds and is carried in the upper end of the six-ton, 62-foot tube, which is 52 inches in diameter at the center. To train this big spyglass on a star and keep it there requires that it be mounted on two bearings, one at right angle to the other.

"To understand the function of these two bearings, imagine yourself on a merry-go-round, looking through a spyglass at a house away off in the distance. In order to keep the house in the field of vision, you would have to move the big end of the glass backward as you traveled forward. The earth is the merry-go-round and the star is the house in the distance.

"So there has to be one bearing that will permit the line of vision in the telescope to move backward just as fast as the earth moves forward. Our terrestrial merry-go-round is rotating at the rate of about 1,040 miles an hour at the Equator, but the sun and the stars are so distant that we seem to pass them very slowly, though their speed as well as their brightness is magnified in the telescope.

Adjusting a 22-Ton Monocle

"To keep the telescope moving backward as the earth flies forward is at once a very big and extremely delicate task. Imagine swinging a huge instrument 64 feet long and weighing, with its movable parts, 22 tons, through the air with such a nicety of poise that the spider thread in the eyepiece, which is 1/6000 of an inch in diameter, is kept constantly cutting in two a star image that is 1/2500 inch in diameter.

"Yet that is what is done at the Yerkes Observatory with the big telescope. In the case of the Mount Wilson 100-inch reflector, the parts to be moved weigh 100 tons. In all the instruments the movement is made by huge clockwork that carries the big barrel as steadily as ever an hour-hand of a full-jeweled watch was driven by its mechanism.

"But if we imagine ourselves in the merry-go-round and looking at the house in the distance through a spyglass, we not only have to turn it backward as we move forward in order to keep the house in view, but we cannot see it at all if the glass be pointed too high or too low. However when we get our spyglass at the proper elevation we do not have to raise or lower it thereafter.

"So also with the big telescope. The astronomer has to put it in the nightly path of the star across the sky before he can follow it in its journey. To do this requires a second bearing, or axle.

"The observer consults his star tables to see exactly how far above the Pole the star's path is. He then moves the lever of an electric motor, and the great tube begins to rise until it is trained on that path.

Follows Star Journey Automatically

"The astronomer now consults his star tables again and finds the star's position in its apparent nightly path at that moment. He pulls a switch, and the big instrument sweeps along the star's well-beaten track until its approximate position is reached. The slow motion is brought into play, and the big barrel swings directly on the star, which the clockwork, in turn, causes the telescope to follow as it journeys across the heavens.

"Suppose that with your merry-go-round spyglass you should have two spider threads crossing one another at right angles, and that the house you were looking at was a mile away; and then suppose that the glass was so powerful that you could see the head of a nail at that distance; and then further suppose that you kept the intersection of the two spider threads trained on that nail-head. Then you have a fair measure of the delicacy of the adjustments of the Naval Observatory, Yerkes, and Mount Wilson telescopes."

largest country in the world that is practically closed to the citizens of other nations. But political life at wary, alert Kabul is in sharp contrast to the meditative seclusion and classic aloofness of the pious lamas at Lhasa. Amir Amanullah Khan, through his agents in India and elsewhere, is in close touch with the world's current events; and, as the last remaining independent ruler of a Moslem country, now that the power of the Caliph at Stamboul is broken, he wields a far-reaching influence throughout the Mohammedan world; also, because his land happens to lie just as it does on the map of the world, it is plain that for a long time to come he will be an active force in the political destinies of middle Asia. Like Menelik of Abyssinia, Queen Lil of the Hawaiian Islands, or the last of the Fiji kings, this Amir, remote and obscure as his kingdom is, stands out in his time as a picturesque world figure.

Wives Distributed as Gifts

"From the Persians the Afghans got the idea of marrying more than one wife; but, like the Persians, too, they have found, to their dismay, that polygamy is nowadays more expensive than exciting.

"Sometimes, when the Amir wants to favor his faithful officials with presents, or perhaps to play practical jokes in certain cases, he distributes women among them; but these 'gifts' often prove so troublesome that no great degree of gratitude is apparent among the recipients.

"Amir Habibullah Khan (who was assassinated in 1919) had a harem of over 100 women, and among these, strangely enough, were a few Europeans. The present Amir, Amanullah Khan, has but one wife.

"The women of Afghanistan are kept in more rigid seclusion and are more closely veiled than the women of any other Moslem land.

"The trade of Afghanistan is moved entirely by caravans and is largely in the hands of Hindus and Tadjiks. There is not a mile of railroad in the kingdom, the Amir fearing that steel highways would make isolation impossible."

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Photograph by Haji Mirza Hussein. *© National Geographic Society.*

THE MAT AND SKIN HUTS OF AFGHAN TURKESTAN ARE TIED DOWN WITH GUY-ROPES, LIKE TENTS

Huts are divided into small rooms by curtains, and several families are often found in one hut. The floors are covered with felt. (See Bulletin No. 5.)

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